



# Welcome!

**The City of Jefferson  
Cole County and the  
Missouri Department of  
Transportation  
*Welcome You!***





# Please Sign In!

*We're glad you're here!*

At tonight's meeting, we need your input on  
a range of alternatives  
that would improve connectivity to  
the Missouri State Penitentiary redevelopment site,  
including possible changes to  
U.S. Route 50/63,  
known as the Rex Whitton Expressway.

# Road Map to Improvements



## PLAN

1. The planning process often includes an **early analysis** like a feasibility study, or a problem definition study.

**Timeline:** The *Whitton Expressway Problem Definition Study* Completed in April 2006

2. Projects that use federal funds or need federal permits, including most major highway projects, must be planned in accordance with National Environmental Policy Act of 1969 (NEPA). Based on federal law, MoDOT, Cole County and Jefferson City are completing an Environmental Impact Statement (EIS) to identify **the best way to** meet future needs and avoid or minimize negative impacts to both the man-made and natural environment.

**Timeline:** Summer 2007 – Early 2009



## DESIGN

The design phase includes creating **preliminary** and **final designs** and developing detailed construction drawings.

**Timeline:** Only when funding is secured.

## BUILD

Final project plans are completed, land purchased, construction contracts awarded and **construction begins**.

**Timeline:** Only when funding is secured.

# What is an EIS?

## (Environmental Impact Statement)



An EIS is one kind of environmental study. It helps agencies and the public make well-informed decisions about investments in their community. The EIS documents the decision-making process and answers the following questions:

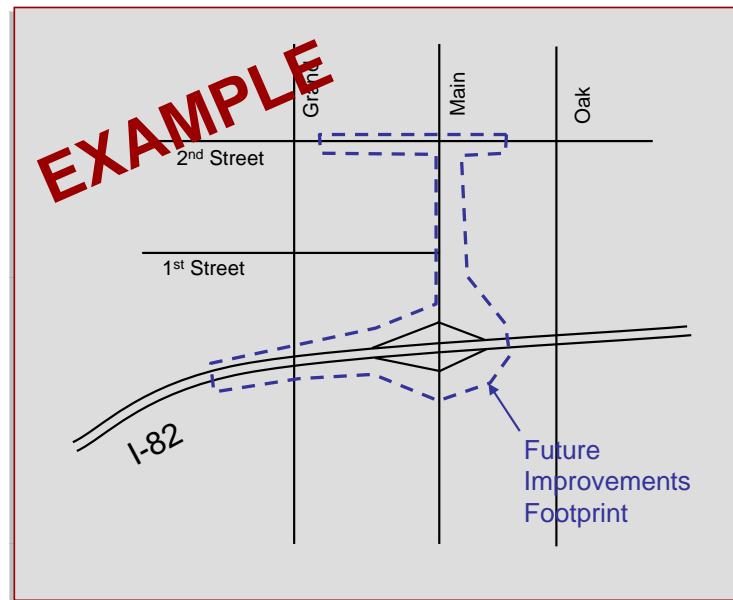
- What is the **purpose and need** for the improvement?
- How would the proposed improvement **function**?
- How might improvements impact the **natural environment**?
- How might improvements impact the **cultural** and **social environment**?
- Which alternative **best meets the purpose and need** while minimizing impacts?



# EIS Outcomes



The Rex Whitton EIS process will identify a general idea of what improvements might be built and assess their impacts. It will also establish a “footprint” – the area in which future improvements could be built.



Example future improvements footprint.

Specific, detailed design – and construction – cannot happen until funding can be identified and secured.

# EIS Process

We are here!

## 1. Purpose and Need

Summer 2007

- Current Needs
- Future Needs
- Project Goals
- Public Input

## 2. Screening Criteria

Summer 2007

- Design Goals
- Functionality Goals
- Unacceptable Outcomes

## 3. Initial Alternatives

Fall 2007

- Environmental Research
- New Data and Information
- Alternative Development
- Preliminary Screening

## 4. Reasonable Alternatives

Winter 2007-2008

- Detailed Screening
  - Public Input
  - New Data and Information
- Refined Alternatives

## 5. Draft EIS

Summer 2008

Draft Document Prepared



## 6. Formal Review Period

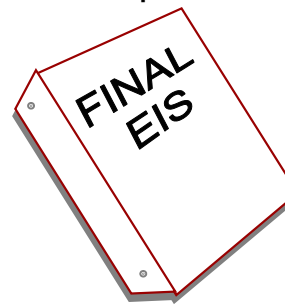
Summer/Fall 2008

- Public Hearing, Review & Comments
- Agency Review & Comments
- New Data and Information

## 7. Final EIS

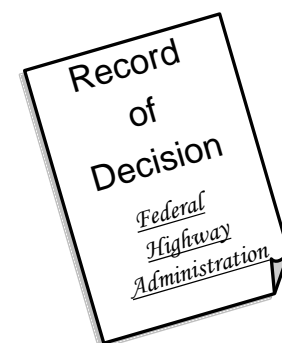
Late 2008

Final Document Prepared



## 8. FHWA Approval

Early 2009





## 1. Purpose and Need

Summer 2007

- Current Needs
- Future Needs
- Project Goals
- Public Input

# Revised Purpose and Need



Based on community and agency input, the updated Purpose and Need states:

“The Jefferson City community needs this project to safely and reliably improve personal and freight mobility, reduce traffic congestion, and enhance access to the prison redevelopment site.

“That is why the study team is working together to plan for improvements that meet future needs for access, mobility, safety and capacity – all while respecting the character of Jefferson City.”





## 2. Screening Criteria

Summer 2007

- Design Goals
- Functionality Goals
- Unacceptable Outcomes



# Screening Criteria



Based on input from the community, the Citizen's Advisory Group and agencies, the technical team developed these key criteria:

- minimize negative impacts to the neighborhoods between the Rex Whitton Expressway and the Missouri State Penitentiary redevelopment site
- minimize negative impacts to nearby businesses, churches, homes, historic and public facilities
- minimize negative impacts to the natural environment, including air and water quality
- provide appropriate pedestrian and bicycle access
- respect the unique character of Jefferson City
- be realistic in terms of engineering and costs



# Cultural Resources



Cultural Resources are one of the many environmental factors that must be considered during the EIS process. Cultural resources are: ***Any prehistoric or historic district, site, building, structure or object. We then identify those included – or eligible for inclusion in – the National Register of Historic Places.***

The “Section 106 Process” includes systematic identification of cultural resources, and an analysis of project effects and steps to eliminate or minimize adverse effects.

# 1

## Establish Area of Potential Effect (APE)



Define the geographic area to evaluate possible effects (either direct or indirect) of proposed improvements to historic properties.

# 2

## Identify Resources and their Significance



Work with the State Historic Preservation Office (SHPO) and other consulting parties to identify and document properties and evaluate their significance and integrity.

# 3

## Determination of Effects



Evaluate if improvements might effect historic properties within the APE. Adverse effects can include destruction of a resource or even changes in character or setting.

# 4

## Resolve Adverse Effects



Identify ways to avoid or lessen those effects. That could include changing the location of proposed improvements or otherwise minimizing effects. An agreement between the SHPO and agencies is prepared and becomes part of the study's formal documentation.



### 3. Initial Alternatives

Fall 2007

Environmental Research

- New Data and Information
- Alternative Development
- Preliminary Screening



# Initial Alternatives

The technical team reviewed prior alternatives and incorporated public input to develop new alternatives.

The Initial Alternatives included:

- no improvements, called “No-Build”
- small-scale improvements that increase safety and enhance operation (Travel Systems Management) and strategies that change when people drive (Travel Demand Management). *Some of these strategies could be combined with other alternatives.*
- bypasses
- additional capacity on the Rex Whitton Expressway
- viaducts
- possible phased improvements
- improvements at or on Madison, Lafayette, Chestnut, Clark and Eastland

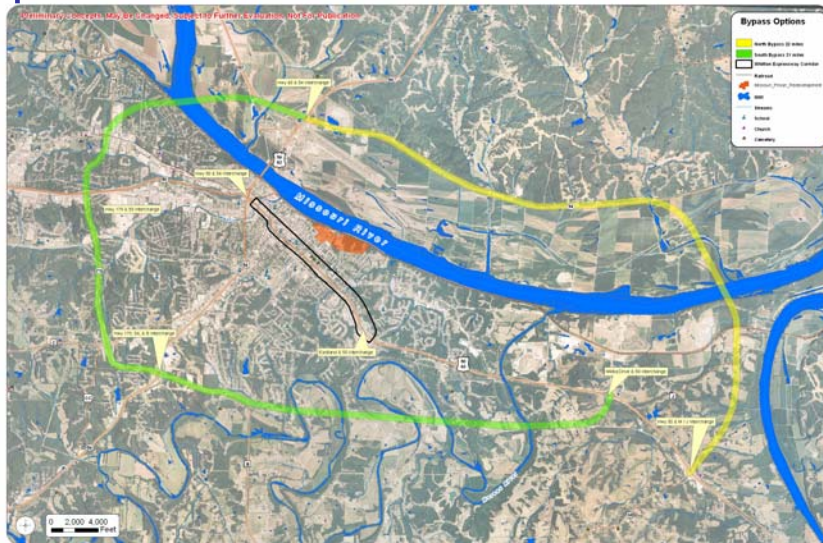




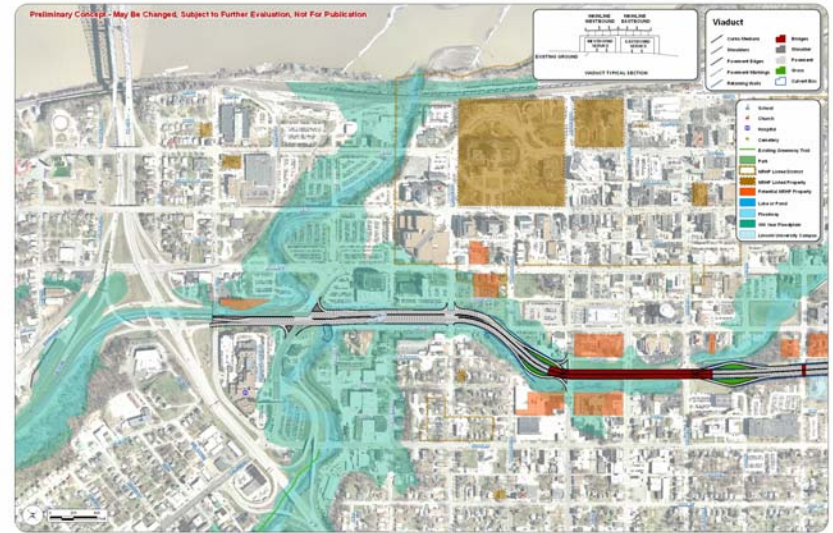
# Initial Alternatives



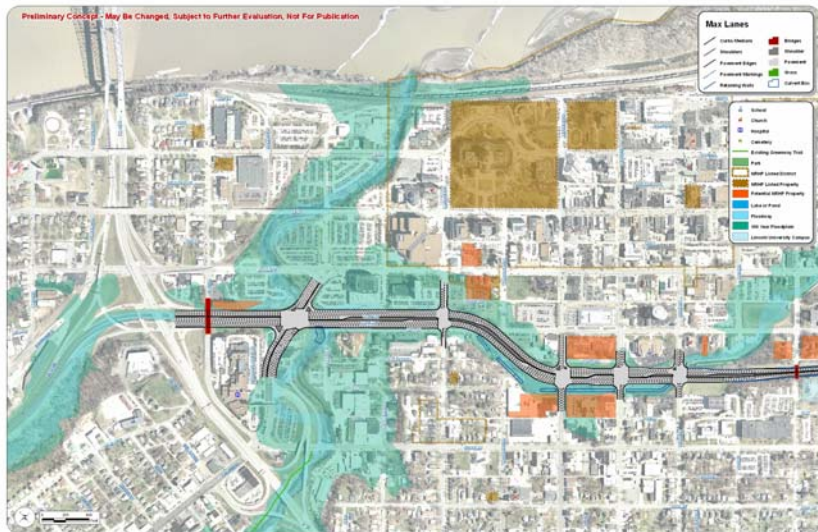
## Bypasses



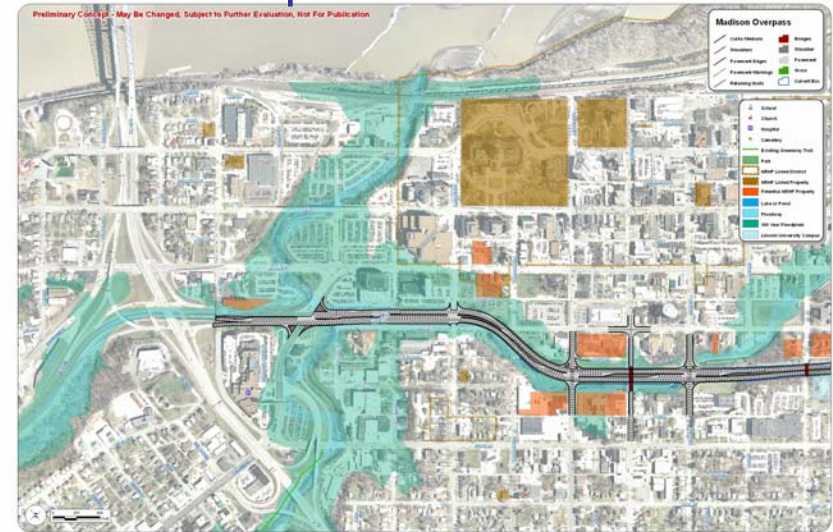
## ✓ Viaduct



## Max Lanes



## ✓ Madison Overpass



✓ These alternatives are being carried forward for further evaluation.



[illegible][illegible][illegible][illegible]

✓ These alternatives are being carried forward for further evaluation.



## Clark One-Way Pair



## Eastland



✓ These alternatives are being carried forward for further evaluation.



# Initial Alternatives Screening



	Initial Screening: Purpose and Need				Initial Screening: Environmental, Community and Cost Criteria									Carried Forward for Further Evaluation in the Range of Reasonable Alternatives
	Sufficient Capacity	Improve Traffic Operation	Structural and Roadway Needs	Serves Major Activity Centers	Built Environment	Natural Areas (Wears Creek)	Tri-Level Interchange	Section 4(f) / 6(f)	Bicycle and Pedestrian Access	Neighborhood Cohesion	Land Use Compatibility	Cost		
No-Build Options														
No-Build	⊖	⊖	⊖	⊖	1	1	3	1	4	1	1	---		
Travel Systems Management (TSM)/Travel Demand Management (TDM) & Transit	🟢	🟢	⊖	⊖	1	1	3	1	4	4	1	Low		
Build Options														
By-Pass Options														
North	🟢	🟢	⊖	⊖	2	5	2	---	4	1	3	High		
South	🟢	🟢	⊖	⊖	5	5	2	---	4	5	5	High		
West of Jackson														
Max Lanes	🟢	🟢	🟢	🟢	5	4	5	4	5	5	2	Low		
Viaduct	🟢	🟢	🟢	🟢	4	3	3	2	3	3	3	High		✓
Madison Overpass	🟢	🟢	🟢	🟢	2	2	3	2	2	2	4	Med		✓
Parkway (Interim & Future)	🟢	🟢	🟢	🟢	3	4	3	2	3	3	3	Med		✓
East of Jackson														
Lafayette	NA	NA	NA	🟢	3	3	NA	5	5	3	3	Med		✓
Lafayette and Chestnut	NA	NA	NA	🟢	4	3	NA	5	5	4	4	High		
Clark Realignment	NA	NA	NA	🟢	4	2	NA	---	3	4	5	Med		✓
Lafayette Interchange and Clark Realignment	NA	NA	NA	🟢	4	3	NA	---	4	3	4	Med		✓
Clark One-Way Pair	NA	NA	NA	🟢	5	2	NA	---	2	5	5	Med		
Eastland	NA	NA	NA	🟢	5	5	NA	---	4	3	5	High		

Initial Screening: Purpose and Need	
Symbol	Description
●	Substantially Addresses Project Needs
■	Moderately Addresses Project Needs
⊖	Fails to Address Project Needs
NA	Not Applicable

Initial Screening: Environmental, Community and Cost Criteria	
Rating Symbol	Description
1	Project benefits greatly exceed current conditions and/or impacts are lower relative to other concepts.
2	Project benefits moderately exceed current condition and/or impacts are somewhat lower relative to other concepts.
3	Project benefits are equal to current conditions and/or are neutral in terms of impacts.
4	Project benefits are moderately less than current conditions and/or have higher impacts relative to other concepts.
5	There are no project benefits and/or the concept produced impacts that are considered unreasonable.
NA	Not Applicable
---	Unknown



#### 4. Reasonable Alternatives

Winter 2007-2008

Detailed Screening

- Public Input
- New Data and Information
- Refined Alternatives

# Range of Reasonable Alternatives



1. Each of the Initial Alternatives has gone through a **preliminary screening**.
2. During the screening process, some alternatives were found to not meet the **Purpose and Need**, and others found unfeasible.
3. The remaining alternatives now under consideration are known as the “**Range of Reasonable Alternatives**.”



**We need  
your  
input!**

**NOTE:** The Rex Whitton Expressway EIS will only outline improvements. Detailed design and construction cannot happen until funding is identified and secured. The recommendations in the EIS will give the community appropriate flexibility to respond to currently unanticipated needs in the final design. Additionally, improvements could be implemented in phases, depending on traffic and development patterns.

#### 4. Reasonable Alternatives

Winter 2007-2008

Detailed Screening

- Public Input
- New Data and Information
- Refined Alternatives

# Range of Reasonable Alternatives



Tonight, we need your input on the Range of Reasonable Alternatives.

The alternatives will be refined, and draft recommendations made, based on (1) what we hear from the public, and (2) further technical analysis.

**Which alternatives make sense to you?**

**What could we do differently or better?**



The exhibits showing the Range of Reasonable Alternatives are divided into two sections, “East of Jackson” and “West of Jackson.” Each East of Jackson alternative can work with any of the West alternatives, and vice versa.



# Please fill out a comment form!

Which alternatives make sense to you?

What could we do differently or better?

**Thank you for your time and interest.**

